

# TRIUMPH MAYFLOWER CLUB

SPRING ISSUE 1992



(MEMBERSHIP) WORLD WIDE



# FLOWER POWER

# THE TRIUMPH MAYFLOWER CLUB

## Club Officials for 1991-92

*CHAIRMAN &  
RALLY SECRETARY*

John Oglesby  
33 Wroot Road  
Finningley  
Doncaster DN9 3DN

*VICE CHAIRMAN*

Tony Booth  
26 Wharton Road  
Headington  
Oxford OX3 8AH

*CLUB SECRETARY*

Terry Gordon  
12 Manor Close  
Hoghton, Preston  
Lancashire PR5 0EN  
Tel: (0254) 853469

*TREASURER*

Mike Webber  
31 Phillips Avenue  
Exmouth, Devon EX8 3HZ

*SPARES SECRETARY*

John Gogay  
18 The Close, Wilmington  
Dartford, Kent DA2 7ES  
Tel: (0322) 221493 after 7.30 pm

*SECONDHAND  
SPARES SECRETARY*

Stephen Parnell  
Stag Cottage, Wooton  
Courtney, Nr Minehead  
Somerset TA24 8RH  
Tel: (0643) 841253 after 7 pm

*MAGAZINE EDITOR  
& ARCHIVIST*

Mike Hurst  
4 Stane Street  
Clothall Common  
Baldock, Herts SG7 6TS

*ORDINARY MEMBER No 1*

Edith Webber

*ORDINARY MEMBER No 2*

Reg Varney

*ORDINARY MEMBER No 3*

Martin Bishop

*ORDINARY MEMBER No 4*

Peter Smith

*When writing to a committee member and you require a reply, please enclose a  
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their posts in their spare time and not  
as a full-time occupation, so when contacting them other than by letter, please ensure that you  
choose a reasonable time of day*

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The two restored Flowers of Ron Churcher and George Wilson posing for a photocall.

The information contained within Flowerpower is the view of the writers and not necessarily those of the editor or the Mayflower owners club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

**SPRING**

**SUMMER**

**AUTUMN**

**WINTER**

## **FLOWER POWER**

### **EDITORIAL**

As winter draws to its close, it's once again time to get the dust sheet from the car, break out the oils, grease and polish and begin to get the flower ready for the year's events. The first club event this year is the Annual General Meeting, which takes place at the Eathorpe Park Hotel, Eathorpe, Warwickshire on the 26th of April at 2pm and this years National Rally will be at Stanford Hall on July the 19th.

The AGM is not as dull as you might think and it sets the policy and direction of the club for the coming year, for the club to be a success it needs your support, your ideas and your help. In past years we have struggled with attendance at the AGMs then only to hear some members comment that the club doesn't do enough as the year goes on, hardly surprising without your input. As well as setting the policy for the year, the clubs official positions also come up for re-election, all of these positions are open to any member who would like to become more involved, not that you would be left to get on with it, there is a wealth of experience and assistance available to the new committee member so do try and make the meeting this year.

This edition is the last under the pen of your present editor, after two years and eight editions I feel that it is time to give someone else a chance to demonstrate their literary expertise and give a fresh outlook to the magazine. At the annual general meeting in ..... this post will become vacant, so if you would like to volunteer and try your hand come along to the AGM, if you can't make it then write to the chairman so that your name can be put forward at the meeting.

I would like to thank all the members who have written and contributed articles and photographs to the magazine, especially Peter Smith and Alexander Forbes who are amongst our most prolific writers, without your contributions my task would have been much harder, so do keep on sending in your articles and photographs even now there are still some new photographs or prints and odd articles which have not been seen by the club before.

### **NOW AVAILABLE BODY SUPPLEMENT**

Fits into the Workshop Manual Ring Binder

**PRICE £4.00 + Post & Packing**

*Available from the Spares Secretary*

## FLOWER POWER

### CHAIRMANS NOTES

The Annual general Meeting will be held this year at the Eathorpe park Hotel, Eathorpe in Warwickshire and will start at 2pm. Eathorpe is just NE of Royal Lemmington Spa and close to the Old Foss Way, members are welcome to come early and have a bar snack prior to the meeting.

The Annual Rally with the T.R.O.C is on Sunday July the 19th at Standford Hall, Lutterworth, (near junction 20 on the M1) Leicestershire from 10am onwards. We need the members attendance at this years AGM, as usual many posts are needing new blood, it is unrealistic to expect the same old committee to take responsibility fro YOUR club year in and year out. This is the last Newsletter to be edited by Mike Hurst, he kindly stepped in two years ago as a stop gap editor and we urgently need a new volunteer. Please attend this AGM if you are able, we need your views and better still a little of your time, most committee posts only require a few hours of your time.

This years rally is at the same venue as last year's event by popular request. let's have another good turnout, last years rally was enjoyed by many, so I hope to see you soon at the AGM or at the rally.

regards to all John O.



*Highclere Classic Car Road Show 1991*

**ENTRY FORM**

**practical  
CLASSICS  
& CAR RESTORER**

# **BROMLEY PAGEANT OF MOTORING '92**

**at Norman Park, Bromley, Kent  
on Sunday 28th June 1992**

## **Team Entry**

### **RULES OF THE EVENT ARE AS FOLLOWS**

- A team shall consist of three vehicles which must be registered with the same club. Each team will be allocated a 40'x25' space already marked out.
- The teams will be judged on the most effective and imaginative display of three vehicles.
- A club may enter up to two teams (on two spaces; separate or side-by-side) but each team of three will be judged individually – in other words, a tableau of six vehicles cannot qualify for an award, but two three-car teams from the same club on adjacent 40'x25' spaces would each be judged separately.
- Various themes can be portrayed if desired – pit stop, home workshop, period scenes, etc..
- The vehicles presented on these club team areas do not have to be concours.
- Judging commences at 11am and all club team displays must be completed by that time if they are to qualify for judging.

**The Winning Team will receive trophies (one per vehicle) plus £300.**

**The Second Place will receive awards plus £200**

**The Third Place team will receive awards plus £100.**

**Three 'runners-up' teams will each receive £50.**

**PRIZES**

**PRIZES**

**Name of Motor Club.....**

**Please state the theme (if any) of the Club's display .....**

**Name & address of organiser .....**

..... Daytime tel. no. ....

The organiser will be sent three windscreens stickers which will entitle the drivers and up to three passengers FREE ENTRY. In addition, each driver will receive a voucher to claim a FREE commemorative brass plaque and 40-page professionally produced programme.

### **Team Vehicles**

1. Make ..... Model ..... Year .....
2. Make ..... Model ..... Year .....
3. Make ..... Model ..... Year .....
4. Team back-up vehicle: .....

*(Each team can have a back-up vehicle which will also be entitled to free entry, but must not be left on the team display area after 11am. If the back-up vehicle is a classic it can park in the appropriate one-make parking area; if a modern, it must park in the public parking area.)*

## **Programme Entry**

Please use the reverse side of this form to provide 50-60 words on your club for inclusion in the Pageant Programme. A photograph can be included too. Closing date for this is 16 May. Failure to send details will mean that *nothing* will be included or that last year's information may be reused.

**ALL ENTRIES MUST BE RETURNED BY 16th MAY 1992.  
THIS IS THE FINAL DEADLINE.**

**Please reply to: John Wexham, Kelsey Publishing Ltd, Kelsey House, 77 High Street, Beckenham, Kent BR3 1AN**

**Telephone enquiries: John Wexham 081-658 3531**

## **FLOWER POWER**

### **LETTERS**

Dear Mike - I would like to endorse the remarks made by Terry Sanders in the Winter Edition of Flowerpower, here too in New Zealand it is expensive and difficult for us to get bank drafts for parts that we may require, However I guess we just have to accept it if we love our Mayflower machines.

We also would like panel knobs and vent wing rubbers, I did note in one magazine an advert which said "watch this space for 1/4 vent rubbers", so hopefully we will hear more.

Could you also print an "Hello" to Forbes Alexander for us, as he left NZ before I had the opportunity to wish him and his family best wishes with their trip to the UK.

I hope his Flower arrived safely.

Benita & Gilford Ducdfield

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Many thanks for your letter, I will raise the issue of overseas bank drafts at the AGM and see if there is any alternative available which may save the pockets of our overseas members.

ED.

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Dear Sir - Writing to you recently about a contemporary advertisement for the Triumph Mayflower which I found in a Country Life picture book of Britain, has brought to mind another matter about which I have been meaning to ask you about for some time now. Namely that, although I am a fully paid up member of the club (OK I know I forgot to pay my 1991 subscriptions until early May !) but I still have not yet received either a new membership card nor the Summer and Autumn issues of Flowerpower.

I would therefore be exceedingly grateful if you could at least provide me with the aforementioned items.

Christopher Naish member 647

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Christopher

All queries which members may have in relation to either membership, or subscriptions should be addressed to the treasurer Mike Webber, who's address is shown on the inside of the front cover.

Back issues of Flowerpower can be obtained via the Club Secretary, Terry Gorden who's address also is inside the front cover, I will however pass your request and ask them to forward your outstanding items as soon as possible. ED

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## **FLOWER POWER**

### **LETTERS**

#### **Extract from the Federation of British Historic Vehicle Club News Sheet.**

We need to hear from organisations who's members have had unreasonable difficulty with the new MOT test. No club has reported problems so far, but press reports suggest that there may already have been misunderstandings in respect of the emission aspects of the test.

The federation Chairman has made representations to the department of Transport in respect of the recently issued amendment to the head lamp testing section of the MOT Testers Manual for cars (which implies that only two types of headlamp are acceptable) and a response is awaited.

We have had the opportunity to study the amendments to the MOT Testers Manual for cars and note that specific reference is made to only two headlamp types, IE European and British / American, the latter to be checked on both main and dipped beams. However these only came into general use in early 1950s and prior to that headlamps were normally far simpler, using frosted glass fronts or at most basic Frensel Lenses. These types of lamp will not produce the beam patterns shown in the manual although they are, by modern standards, low powered and when correctly adjusted are unlikely to dazzle other road users.

As you will know the only relevant requirements in road vehicles lighting regulations are headlamps are not to be "used to cause undue dazzle or discomfort to other persons using the road" and for dipped beams.

"If the dipped beam headlamp does not bear an approval mark and the headlamp can also be used as a main beam headlamp its aim shall be set so that the centre of the main beam pattern is horizontal or inclined slightly below the horizontal.

If the dipped beam headlamp does not bear an approval mark and the headlamp cannot be used as a main beam headlamp its aim shall be set so as not to cause undue dazzle or discomfort to other persons using the road.

#### **In the case of a vehicle having a maximum speed not exceeding 25mph.**

If the dipped beam headlamp bears an approval mark or not and the headlamp can be used as a main beam, its aim shall not be set so that the centre of the main beam pattern is horizontal or inclined slightly below the horizontal.

If the dipped beam headlamp bears an approval mark or not, and the headlamp cannot be also be used as a main beam headlamp its aim shall set so as not to cause undue dazzle or discomfort to other road users.

These can be met by the older types of lamp. Thus we request that suitable wording be added to testers manuals for all types of vehicles to ensure that vehicles are not failed by testers following the letter of the manual rather than the spirit of the of the legal requirements.

# The Mental Health Foundation

Patron: HRH Princess Alexandra, The Hon. Lady Ogilvy, GCOV

## EASTER SHOW VINTAGE CAR DISPLAY

We have some exciting news - The Mental Health Foundation has been offered exclusive rights to the Easter Show in Battersea Park on Sunday 19th April from 11am onwards. The historic one hour parade at 3pm will no longer exist. Instead, we will be presenting a series of small specialised parades in different areas of the park throughout the day:

The Easter Show Vehicle Display will be one of them!  
(See overleaf for all the classes)

All you have to do is send a £10 registration charge with the tear off entry form below giving details of your vehicle. Then, get your company, colleagues and friends to sponsor you on your drive to Battersea Park per mile. Target Minimum for sponsorship is £25.

Timetable All cars should be in the show area by 11am. The event opens to the public at 12 noon. Cars selected for the display at 2.15pm will be advised at approx. 1.30pm. The display areas will be open to the public until 4.00pm when you will be able to leave.

Prizes will be awarded to:

1. Class winners (categories overleaf).
2. The Motorist/Team who raise the most amount of money.

Sponsorship money should be received no later than 1st July 1992.

Commentaries by LBC presenters

Further information will follow with your entry pack

Please complete the coupon and send with your registration of £10 to: Easter Show Vehicle Display, International House, 2/4 Wendell Road, London W12 9RT Tel: 081-746 0053

### EASTER SHOW VEHICLE DISPLAY

SUNDAY 19TH APRIL 1992 - BATTERSEA PARK

Name.....

Address.....

Telephone (day) .....

Make:.....Model:.....Engine size HP/CC:.....

Registration No ..... Year .....

Number of Persons ..... Vehicle Registration £10

Estimate of Sponsorship (min £25) .....

All participants enter their vehicle and themselves at their own expense.

## DETAILS

### CLASSES

Class A	Veteran Cars	pre 1919
Class B	Vintage Cars	1919-1930
Class C	Thoroughbred Cars	1931-1945
Class D	Classic Cars	1946-1969
Class E	Post Classic Cars	1970-1972
Class J	American Cars	
Class K	Motorcycles	pre 1915
Class L	Motorcycles	1915-1930
Class M	Motorcycles	1931-1944
Class N	Motorcycles	1945-1972
Class Q	Light Commercial Vehicle	up to 1972
Class R	Public Service Vehicle	Class up to 1972, Single & Double Deck.
Class S	Street Machines	

### CLUB DISPLAYS

### SITES

REGISTRATION COSTS	Sites are available for displays for car and Motorcycle Clubs.
REGISTRATION COSTS	Motor Cycle £5.00 All other vehicles £10.00

### AWARDS

Trophies are awarded in all Classes.  
A souvenir plaque is presented to all entrants  
who attend and who have made the minimum donation  
suggested overleaf.

### JUDGING

Starts at 11.00am

### REFRESHMENTS

Light refreshments will be on sale.

### COSTUME COMPETITION

Classes for Ladies and Gentlemen. You may dress  
to the style of your vehicle, another era or the  
best Easter Hat.

## **FLOWER POWER**

### **LETTERS**

Dear Mike - Please find enclosed a copy of a Triumph Mayflower publicity brochure which I recently came across.

Regards Forbes Alexander. member 650

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Thanks for the copies Forbes, We will print what is possible, but it is difficult to reproduce photocopies without loosing definition, I hope you and your family are enjoying the UK.

ED

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Dear ED - I would like to start my short story by saying how much I enjoy reading Flowerpower, and I realise it is the club members that keep it full of interesting articles, when I have nothing to do I sit and read them through again and again, especially at this time of year when it is so cold.

As I am writing this letter I am sitting in my lounge and the grass outside is white with frost, not the sort of weather to be tinkering with "RUBY" my Flower who is sat in a lock up garage raring to go when the weather warms up.

**Now for my short story,** I went to Cornwall to visit my sister who has a small pet shop in St Blazey in 1989, and they had a small classic car show nearby which I went to, you've guessed it ! I got the bug, the next thing to do was to search the ads in the classic car mags.

After about three months I saw an add for a 1953 Mayflower, part restored with an MOT at a reasonable price, so I said to my wife "I like the sound of this one", and she told me to phone and find out about it, this I did and things started to move. I then told the wife that that I had arranged to go and see it, "where is it" she said, "West Yorkshire" I replied.

You must be crazy to go all that way to see an old car, nevertheless off we went by rail to Yorkshire, we arrived at the station where the vendor met us and took us to his farm, as we approached the outbuildings There was Ruby waiting to be looked over.

As I am not an expert on cars I thought that I would start with the chassis and its structure first, this done it seemed OK, but the interior of the car, IE the trim and inner door handles etc were non existent, anyway after some haggling we struck a deal, now Ruby was mine !. Home again by train, " have you done the right thing" said my wife, Yes I think so, knowing in my own mind that there would be a lot of hard work before I could drive it on the road, and I still had to arrange for a trailer to bring Ruby back to Basingstoke.

Within a few days I was back in Yorkshire with a pal and we put Ruby onto the trailer and made our way back to Basingstoke, we went along the M1,M25 and M3, I'll bet that's the fastest journey that Ruby had done in her life, she must have been really scared sitting on that trailer as she had not been out on the road since 1972.

## FLOWER POWER

### LETTERS ctd

Now the work had to start, in October 1989 I had a small lock up garage, it was cold and dark with no lighting and the days were getting shorter, on top of all that our Volvo did not have a garage and that did not go down well with her in doors !. However I made a start, off came the radiator to be re-cored, a new set of cross-ply's and off for an MOT, how it got one I don't know. The chap I purchased it from was a policeman !, I had the radiator shell re-chromed but they would not chrome the grills as the cross supports are made of mild steel.

I started on the suspension and I could only do this when the weather permitted, after the winter of 89/90 I was determined to work hard through the summer months of 90, along came the warmer weather things really started to move, the brake cylinders were renewed where necessary, shock absorbers, rear springs etc. All this may sound simple but when I completed work on one end of the car I had to move it out of the garage and turn it round so that I could see to start work on the other. A torch was very handy in these times, I wonder if any other club members have had the same problems ?.

Next on the agenda was the trim and I got in touch with Paddy Parnell the used spares secretary and he helped me out with some parts, he also told me of another Flower for sale in my area, so what happened !! yes you guessed it TWO Mayflower one for spares, now I have two garages and the Volvo is still out in the open.

By the end of 1990 she was almost ready, but it was getting cold again and the days were getting shorter once more, I stopped work until such time as the weather would permit, now I was concentrating on the floor, all the welding had been done by the previous owner and it only now required a couple of coats of hammerite and a new carpet, which I cut and fitted myself.

Door trims and handles etc, came from my spare flower and were recovered with vinyl. The headlining also presented a problem where it had been hanging down in the middle, I managed to flatten it out by soaking the back with water and laying flat with weights on top, I then found that it had stretched across the width and needed 1/8th of an inch trimmed off the sides, that done it was put back into position.

Its now April 1991 and Ruby is almost ready for the MOT, a final check was made and away I went, but she failed on the nearside front brake, I drove home and checked the brakes to find that one of the cylinders had seized, once cleaned and reassembled we went back to the MOT station and passed without further problem. The inspector advised me that if the car is not in regular use I should go to the garage from time to time and pump the brakes to help keep them free.

At last I was on the road and looking forward to going to the club rally in July, I only went on short journeys because I was unsure of what might be swimming around in the fuel tank, but everything seemed OK and wherever I went with the car people would stop and stare.

However things did go wrong, I thought that I would check everything over and found that my suspension rubbers were beginning to spew out and I had to put that right and missed the rally in July. I did manage to go to the classic car road show at Highclere near Newbury, as we went into the show arena my Flower was described as a rare sight these days , I felt quite proud although she is far from concours.

LETTERS ctd

615 3237781

I am going to enter the Basingstoke festival of transport show organised by the "Thornycroft" society on Sunday the 28th of June 1992. I am enclosing a photo of Ruby standing next to George Wilsons car, who came to visit after completing the restoration of his own car, an enjoyable day was had ending in a photocall. George has been very helpful with lots of advice and the loan of some tools. I hope to get to the rally this year and meet other members of the club.

PS

I went to see another Flower for sale, but it required more work than I could cope with, it was a 1949 model and had badges on the hub caps and leather upholstery, could these badges have been fitted on early delux models or perhaps as an extra.

Ron Churcher

Thanks for your letter Ron, I well remember some of the cold days and cramped conditions in which I worked whilst restoring my own Flower. As to the chestnut of hub caps badges, this one still rolls on and on, but I have to say that there are no records at all of any cars other than the first one which was displayed at the motor show ever having badges fitted. Nor are there any records of them being offered as extras, although leather seats were. Sorry

Look forward to meeting you at this years rally. ED



*My car with lock-up garages in the background*



## EAST ANGLIAN DAILY TIMES COMPANY

Press House, 30 Lower Brook Street, Ipswich, IP4 1AN.  
Telephone Ipswich (0473) 230023 Fax 232529 (Editorial Fax 225296) Ad. doc. DX 3261 Ipswich

Dear Club Secretary

### MOTORSHOW 92

Our Motorshows (previously Roadshows) have now become a regular feature in the annual motoring calender. The 1992 Motorshow will take place in the Suffolk Agricultural Association Showground again on 20 and 21 June, 11 am - 6 pm daily.

The support given me by private car clubs has been tremendous in the past, so I have no hesitations in inviting your club to participate.

A Bar-B-Que will be held on Friday 19 June, at a cost of £3.50 per head.

Camping facilities will be made available again.

I must ask you to take out adequate insurance cover please. All vehicles/drivers must carry your club pass for security purposes.

Any ideas/suggestions you might have on this subject would be welcomed as would any editorial you might have on your club.

Please complete the enclosed form and return it to me.

Yours sincerely

CHARLES NULLI

MS1

EAST ANGLIAN | Evening Star | Mercury

**TECH - TIPS**

**Soft springs**

When you look at your Flower from either front or rear does it appear to tilt to one side or the other. If so check the height of the body from the ground at the same point on both sides, there should be a difference, if so the chances are that the spring on the offending side is weak.

The only answer is to replace the spring with one of the same type, remember to check previous tech - tips for spring information.

**BODY SHOP**

Door lock adjustments. For those who have not yet had the dubious pleasure of having to remove the door lock, here are a few pointers, as it is not quite as easy as it first appears.

Remove the arm rest, handles and door panel, one can fiddle about by pulling back part of the panel but it really is much easier to remove the panel and save numerous scratches to the back of the hand. Now remove four set screws at the top rear corner of the window frame, if they have not been off before the chances are that they will be seized into the steel "L" shaped strengthner. If they are you will be able to practise your metalwork skills in making another, many are almost corroded away due to years of rusting.

Three self tapping screws must be removed from the fish plate riveted to the rear window channel above the latch mechanism, again the chances are that they will be rusted in place and the heads tend to break off when you try to undo them. Drill the holes out later and new screws will put it right again.

On the edge of the door are three rubber gromets which should be removed, inside you will find three bolts which secure the rear window frame to the door, these should be removed. On the inside of the door to the top right hand side are two holes through which you should see cotter pins and washers holding the lock link lever to the actuating arm, remove the cotter pins and the link lever should push back.

Almost there now, four set screws which secure the lock assembly to the door should be removed after the catch is placed in the locked position.

Pull up the rear window channel and the lock should now push back and down to allow you to remove the lock through the inner door cut out.

The operation of the lock is quite simple and the most common fault is excessive play on the release arm pivots, this can be improved by adjustment to the pivot rivet head with a good hammer!. If the mechanism levers are worn a replacement lock is the answer as it is not possible to dismantle it any further. Assembly is the reverse of the above actions.

**NEW SPARES PRICE LIST**

**October 1991 Edition**

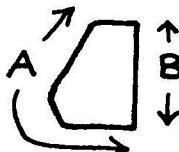
*Available from the Spares Secretary - Price 50p (send Stamped addressed envelope)*

## FLOWER POWER

### TECH TIPS: Repairs to quarterlight vent rubbers

Flowers in hot climates often suffer from cracked, broken or just hard vent rubbers. The following is suggested as a means for repair which, if not to concours standard, is perfectly satisfactory in performance and appearance. I have only had to repair the front vents but there is no reason why the rear should not be similar.

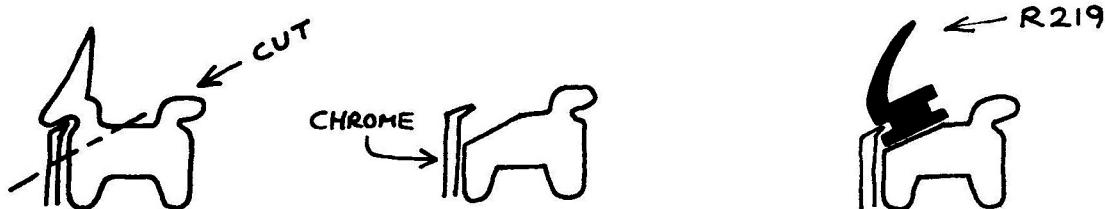
There are two different rubber sections required, one for the front and bottom of the vent, and the other for the rear next to the main window:



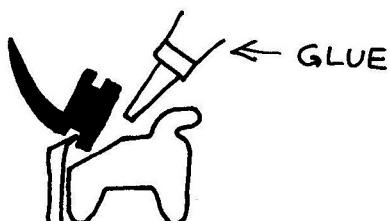
You need a sharp Stanley knife.

The "B" section is simple. East Kent Trim Supplies can provide a rubber seal 1455J (catalogue p.13) which is not an exact replacement but which will fit perfectly. You need 3 feet to do two front vents, and if the old rubber is carefully removed (one of mine just fell out!) and the slot carefully cleaned with a screwdriver, the new rubber is an easy fit. No glue is necessary.

The "A" sections are more complicated, but are not too difficult if you can manage a steady hand and a steady eye. As far as I know the correct rubber section is not available, but the trick is to buy from Woolies (a) 3 feet of their rubber seal R219 (catalogue p.16) and (b) a 3g tube of Loctite Super Glue (again p.16). The first step is to cut away the old exposed "flap" from inside the chromium slot, leaving the rest of the existing rubber as a base onto which you can glue the new rubber, thus:



The next step is to cut the length of new rubber required for each part, making sure it fits. The final step is to smear a little Super Glue (with extreme care!) on the cut, exposed, face of the old rubber still in the slot, and then carefully and firmly press the new rubber down onto it. To help you do this you will find that the new rubber can be eased up first and will hold by friction long enough for you to squeeze the glue between it and the old rubber:



There is enough clearance between the moveable vent glass and the fixed surround to allow the glass to close over the new rubber. If tight, just trim with the knife.

## **FLOWER POWER**

### **SALES / WANTS**

Wanted - Radiomobile car radio model 4100 or 4200, I will purchase or exchange for a 1946 6 volt Masterradio two unit Model 500.

Also has any member got a 1953 Coronation Flag as fitted to cars, that they wish to sell, if so please contact :-

Ron Churcher on Basingstoke 0256 - 58899.

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### **FOR SALE**

1953 Mayflower in good condition, recently resprayed with an MOT until September 1992.

£1550 ono.      Contact Brian Phillips  
                      17 Church Road  
                      Abertridwr  
                      Mid Glamorgan  
tel: 0222-832121      South Wales      CF8-2DL

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### **FOR SALE**

1956 Mayflower.      For spares or repair, no other details supplied.

Contact Natty Wickens  
25 Eridge Road  
Tunbridge Wells  
Kent. TN4-8HJ      tel: 0892-533266

(Note that production ended in 1953 so the year must be in question. ED)

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**FOR SALE** ~ 1950 Mayflower. Black with MOT and V5. £1500 ono

Contact - Maxwood Ltd.  
75 Blackwood Street  
Kidderminster  
Worcs DY10-2EF      Tel: 0562-744003

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**FOR SALE**

Mayflower running but requires attention to exhaust, king pins and bushes, some rust in the bodywork but repairable. Good engine, brakes and tyres.

No MOT but a photo on request. £800 ono

Contact - WN.Teaque

Albany, Tregurhen Road

Cambourne

Cornwall      Tel: (H) 0209-715325  
(W) 0209-712941

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**FOR SALE**

1952 Mayflower realistic offers.

Contact - JP Winkworth

2 Police House

Bridge Road

Burledon

Southampton SO3-8AH

Note - You have been warned about this one !! see Flowerpower Winter 91 issue.  
(Club Sec)

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**FOR SALE - 1952 Mayflower reg No MYW 622.**

Pale Blue with a V5, and MOT until October 1992, a very solid car but needs a little cosmetic work.

£900 ono Contact Tim Main.

Tel = Upton Snodsbury      381395  
(Worcester)

**FRONT  
SHOCK  
ABSORBERS**

Part No: 106151

**£18.00 each**

**FRONT COIL  
SPRING  
RUBBER WASHER**

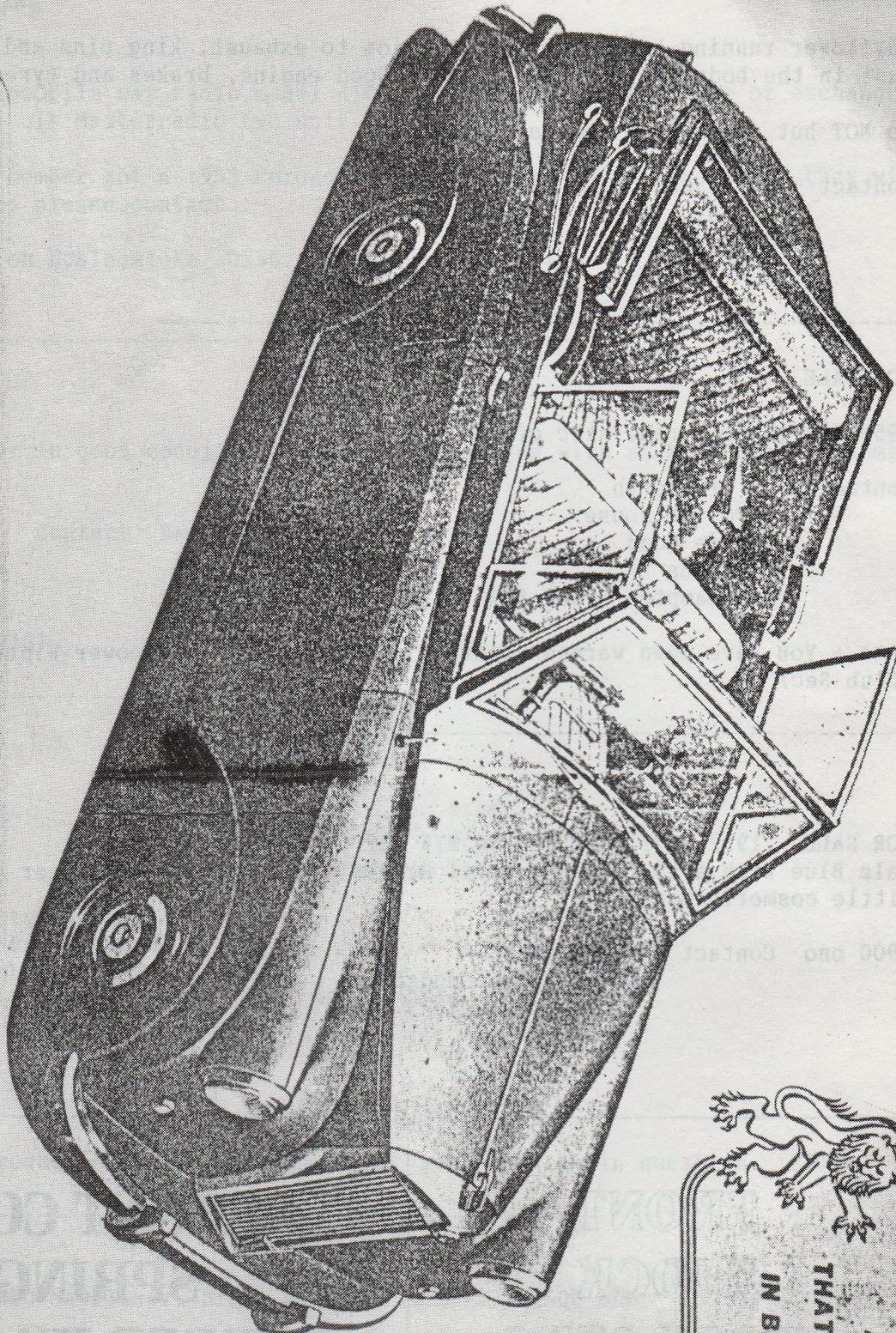
Part No: 100751

**£2.50 each**

FLOWER POWER

*The Triumph Mayflower*

DROP HEAD COUPE



## LETTERS

## FLORIDA TRIUMPH!

Dear Mike,

Last October John and I were looking forward to a well earned holiday in Florida. A few days before we left I took a telephone call, "Hi," said a voice, "I'm Jim Harney from Sarasota, Florida, member number 638, I'd like to order some parts for my Mayflower." I took down the details and Jim asked if they could be posted to him urgently. I said we can do better than that we can deliver them personally as we are coming out to Siesta Key (not far from Sarasota) in a few days time? Jim gave me his telephone number and I promised to call him as soon as we were settled.

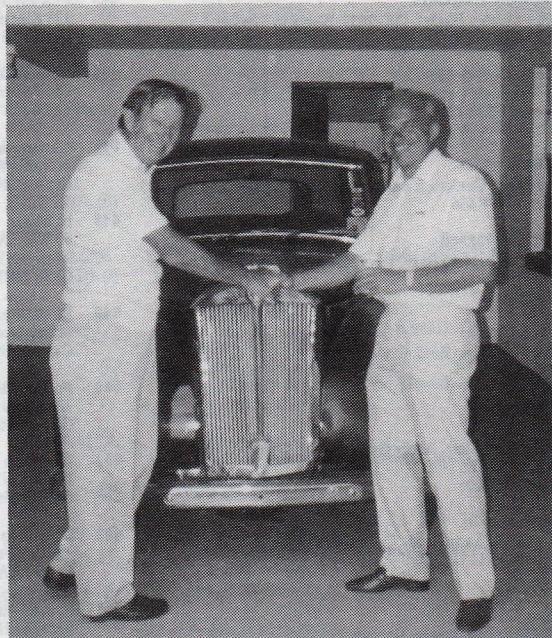
A week later we drove over to Jim and Kathy's house and were welcomed by their warm hospitality. Jim and Kathy are real keen Triumph owners and not only had a Mayflower but also a TR3, TR4 and a TR6. Jim then suggested that we drove to the

restaurant they had booked in the TR3 and TR4. John was ushered into the driving seat of the TR3 with Jim alongside, Kathy and I followed on in the TR4. It was quite an experience driving on the huge American roads in these small old British cars. We had a most enjoyable evening and were surprised at the amount of interest in classic cars that the Americans have. Jim and Kathy go to many rallies during the year.

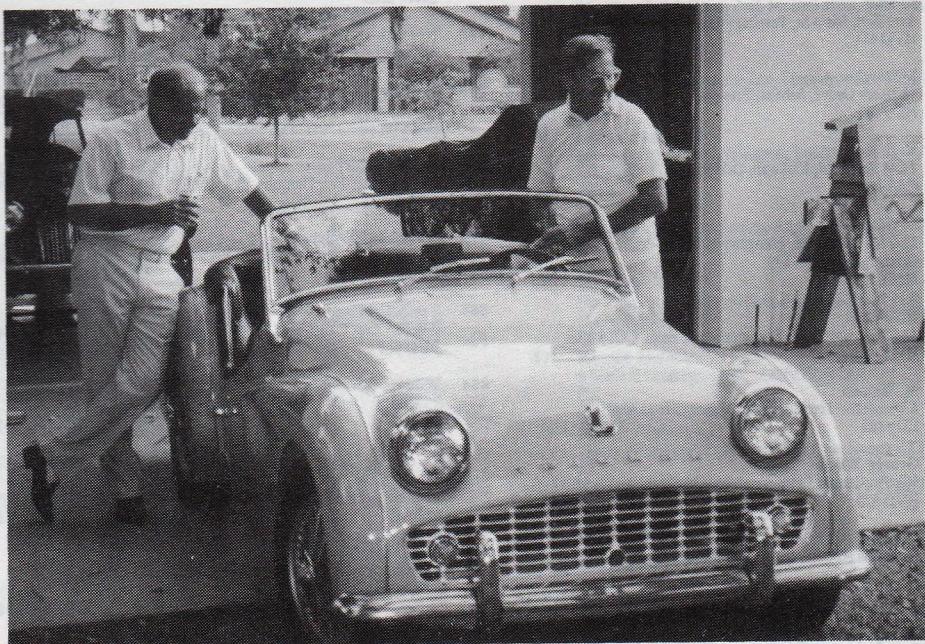
We hope to be returning to Florida in the next week or so — perhaps we will meet up with other Florida members of the club!

Kind regards  
Joan Gogay

*Studying the controls of Jim's TR3 not realising that a few minutes later he would actually be driving it !!*



*A welcome from Jim alongside his Flower which was once owned by a local circus family*



## FLOWER POWER

579	640		668
580	642		669
583	643		670
585	644		671
592	645		672
593	646		673
597	647		674
599	648		675
600	649		676
601	650		677
602	651		678
608	652		679
611	653		680
614	654		681
617	655		682
619	656		683
620	657		684
623	658		685
627	659		686
628	660		687
629	661		688
630	662		689
631	663		690
633	664		691
636	665		692
638	666		693
	667		

**MEMBERSHIP LIST**

Car R = restoration/roadworthy S = spares/scrapped ? = condition unknown

0	372 E	517
1	373 E	518
2	394 I	523
3	399 I	524
20	407 I	525
80	409 I	527
119	413 I	534
121	422 I	538
138	427 I	539
147	435 I	541
160	436 I	543
185	437 I	544
211	445 I	549
230	454 I	551
248	460 I	553
262	462 I	555
279	465 I	565
283	471 I	567
309	487 I	568
316	490 I	570
330	504 I	571
359	513 I	572
364	515 I	575

694

695

696

***Please Note***

All members listed are paid-up until March 31 1992. Subscriptions are due from that date. To try to keep down costs no reminders are sent out so would members please be sure to pay promptly and avoid missing any issues of Flower Power.

**TWO MAYFLOWERS  
FOR SALE**

One DVLC registered, one with old log book

Slight damage to front

£900 o.n.o.

**Mrs Chapman**

**Stratford-upon-Avon**

**TEL: 0386 870959**

*Don't forget the*

**ANNUAL GENERAL MEETING**

**SUNDAY APRIL 26th**

**AT 2.00 pm**

EATHORPE PARK HOTEL, EATHORPE, WARWICKSHIRE

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**NATIONAL RALLY**

**SUNDAY JULY 19th - STANFORD HALL**

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**PLEASE SUPPORT YOUR CLUB**

*Don't forget!*

*Subscriptions are due at the end of March*

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**ANNUAL SUBSCRIPTION 1992/93**

Name ..... Membership No: .....

Address .....

Town .....

Country ..... Post/Zip Code .....

Car Registration No: ..... Date registered .....

Commission No: TT ..... LDL/DL Engine No: ..... E

*Send to:*

**The Secretary, Triumph Mayflower Club  
12 Manor Close, Hoghton, Preston  
Lancashire PR5 0EN**

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